NEW-YORK, THURSDAY, FEBRUARY 9, 1871.

## THE ARMISTICE.

A DEMAND FOR ITS EXTENSION FROM JULES FAVRE.

A FAVORABLE ANSWER EXPECTED FROM THE GERMAN AUTHORITIES-THE FRENCH PRO-VINCIAL PRESS GENERALLY ADVOCATING LONDON, Wednesday, Feb. 8, 1871.

The Brussels correspondent of The Telegram says that Odo Russell, the British representative at Versailles, has been instructed to sustain a demand made by M. Favre for an extension of the armistice.

The French provincial press generally urge peace. M. Hendle, late private secretary to Jules Favre, has been appointed Prefect of the Department of the Nord. On assuming his office, at Lille, to-day, he issued a proclamation insisting on liberty for all parties in the elections to vote for whom they please, and declaring that the nation, steeped in misfortune, can only be regenerated by the fullest liberty.

The Times of to-day in an editorial upon the situation, says that all the information received from Paris indicates a longing for peace at any price.

The Daily News says the Parisians will vote to-day in entire dependence upon the good faith of the Germans. It is impossible to complete negotiations for peace between the meeting of the National Assembly and the 19th, when the armistice expires and when fighting may be resumed. It is said, continues The News, that the German preparation to overrun the whole of France, in that event, are of the most formidable character.

A decree appeared in Bordeaux to-day, bearing dafe of the 6th, appointing Emmanuel Arago Minister of the Interior.

#### THE FALLEN CAPITAL.

ARRIVAL OF FIFTY CAR-LOADS OF PROVISIONS FROM LONDON - PARISIANS ARRIVING AT

LONDON, Wednesday, Feb. 8, 1871. Fifty railway cars haden with provisions entered Paris on the 3d, all bearing the inscription, "London gifts to Paris."

A correspondent writes from Versailles, Feb. 5, that fresh restrictions are contemplated by the German commanders in consequence of the inflax of Parisians into Versailles. Provisions in Paris are still at a low cbb. There is not sufficient flour to

#### LATEST MILITARY INTELLIGENCE.

CONFIRMATION OF THE ESCAPE OF A PORTION OF BOURBAKI'S ARMY-FORTY GUNS CAP-TUEED BY THE GERMANS-NEARLY THE WHOLE OF BURGUNDY OCCUPIED.

LONDON, Wednesday, Feb. 8, 1871. The Independance Belge has a telegram from Lyons which says that Gen. Cremer, with one of the Divisions of the French Army of the East, has effected a retreat from Pontarlier to Gex, but was obliged to spike and abandon 40 guns to the Prussians.

The Prussians under Gen. Von Der Tann occupy the greater portion of Burgundy.

Gen. Pellissier on the 5th inst. evacuated Lous le

M. Carnot, Commissioner for the Defense of Nor-

mandy, has resigned. M. GUIZOT ON THE FRENCH SITUATION. In the long letter which M. Guizot has addressed to Mr. Gladstone, he holds that the "valuable principle of neutrality is capable of a much wider appli estion than h has yet received. Why should not the two banks of the Rhine cease to be a standing mensee to

take up the cause of the balance of power and the magne-tenance of peace in Europe:

Will you not the asks) defend them against ambitious despots and conquerors? Surely in the nineteeth cen-tury this would be the grand, the natural, and the his-toric duty of Eurland. For 15 years, in your noble strug-gle on their behalf, you had France for an adversary; for the future, may I not rather say now, you have her as an ally. Modern France has had her feverish dreams of

The Spener Gazette publishes the text of M. Favre's request for a safe conduct to enable him to at-tend the London Conference, and of Count Elsmarck's

M. Farre to Count Bismarck.

M. Favre to Count Bismarch.

Lord Granville has informed me in his dispatch of the 29th of December, 1879, which I received on the evening of the 19th of January, that your Excellency, at the request of the English Cabinet, has placed at my disposal a safe conduct, which is necessary for the Plenipotentary of France at the London Conference, in order that he may be able to pass the Prussian lines. As I am mentioned in that capacity, I have the honor to request you to forward the safe conduct in my name as soon as possible. Accept, &c.,

Count Bismarck to M. Jules Favre.

thought the safe conduct in my name as soon as posedble. Accept, &c.,

Count Bismarck to M. Jules Favre.

Libeg your Excellency, in reply to your two letters of
the 18th inst., to allow me to clear up a misunderstanding. Your Excellency assumes that on the proposal of
the Government of Great Britain a safe conduct is ready
for you in order that you should take part in the London
Conference. This assumption is not correct. I could not
enter upon an official negotiation, the basis of which is
the presupposition that the Government of the National
Defense is internationally in the position of being able to
negotiate in the name of the French people until at least
it has been recognized by the French nation itself. I imagine that the commanders of our advanced posts would
have granted your Excellency permission to pass through
the German lines had your Excellency requested such permission from the commander of the besleging army. It
would not have been within the province of the latter
to take into regard the political situation or the object
of your journey, and the authorization to pass our
lines granted by the military leaders, which, from your
standpoint, admits of no question, would have left the
Embassador of His Majesty the King in London free, in
reference to the question whether, according to international law, the declarations of France, to assume the
proper attitude, and on his side find forms by which
every prejudging of matters might be avoided. This pian,
your Excellency has, by your official request for a safe
conduct, with the official declaration that the object of
your journey was to represent France at the Conference,
rendered impossible. The above mentioned political considerations, in apport of which i refer to the declaration
which your Excellency on the 12th inst. officially pub
lished, prevent my complying with your wish that such
a document

ment to consider whether any other way can be discovered in which the phove-mentioned services can be ered in which the above-mentioned scruples can be allayed, and every prejudice arising from your presence in London be avoided. But even if such a plan can be discovered, allow me to ask if it be advisable that your Excellency should leave Paris and your post as a memer of the Government there, in order personally to ake part in a Conference about the Black Sea, at a mo-ment when interests are at stake in Paris which are ment when interests are at stake in Paris which are more important for France and Germany than Article II of the Treaty of 1856. Your Excellency would also leave behind in Paris the diplomatic agents and subjects of neutral States, who have remained, or rather have been detained, there long after they had received permission to pass through the German lines, and who are, therefore, so much the more under the protection and care of your Excellency and the Minister for Foreign Affairs of the Government de facto. I can, therefore, scarcely suppose that your Excellency, in the critical position of afairs, in the establishment of which you so materially assisted, will deprive yourself of the possibility of cooperating to effect a solution, the responsibility of which rests upon you. Receive, &c.

V. BISMARCK.

NAPOLEON III. ASSERTS THAT THE EMPIRE

LEGALLY EXISTS. M. Conti, the private secretary of Napoleon III., has, with the ex-Emperor's avowed sanction, issued a pamphlet expressly to establish the fact that the over any pretense of authority, and, consequently, that the Senate and the Corps Legislatif are the only public M. Conti states that, on the Sunday which succeeded the voting on any of the propositions submitted to it respectng the deposition of the Emperor. After this sitting, ing the deposition of the Emperor. After this sitting, about 200 Deputies met in one of the rooms of the Palais Legislatif, and adopted unanimously M. Thiers's resolution transferring the Government to a Committee of National Detense and convoking a Constituent Assembly. They also appealed to the Provisional Government and to Gen. Trochu to protect their freedom of discussion.

Later in the evening of that memorable Sunday the Deputies who had voted for M. Thiers's motion proceeded to the Chamber. There they found that seals had been placed upon the doors by order of the Government, and they then adjourned to the official residence of the President, M. Schneider. At this gathering M. Thiers took the chair. M. Jules Fayre and M. Jules Simon lecting to a revolution, because it was not conducted with a punctillous regard to legal forms.

GENERAL FOREIGN NEWS. THE CONFERENCE.

THE EASTERN QUESTION SETTLED AMICABLY. LONDON, Tuesday, Feb. 7, 1871.

with representatives in attendance from all the co-signatory Powers except France. Upon its adjournment, assurances were given out that a pacific solution of the entire Eastern question had been attained.

GERMANY.

A NEW FINANCIAL MEASURE. BERLIN, Wednesday, Feb. 8, 1871.

The Minister of Finance introduced in the Prussian Diet to-day a bill authorizing a credit of fifty nillions of thalers, six millions thereof to be in treasury nds payable on the first of July next. The Minister, in his remarks, ascribed the necessity for this credit to to the fact that the new Empire is yet without constituonal representation. It was stated in the same session of the Diet that the members for North Schleswig preferred to resign to taking the Constitutional oath.

A decree has appered increasing the amount of the issue of the July loan from 80,000,000 to 105,000,000 of

AUSTRIA.

CONFIDENCE IN THE NEW MINISTRY-AN AM-NESTY DECREE. VIENNA, Tuesday, Peb. 7, 1871.

The Official Gazette of to-day says the new Austrian Ministry is thoroughly united and possesses the confidence of the Sovereign. It will give fair play t all legitimate provincialism, but there will be no more compromise with separatism at the expense of unity. It will uphold the Constitution, but will propose to Parliament the ensetion of laws partially extending the legislative and administrative autonomy of the Empire, and will introduce a bill providing for direct elections, and enlarging the rights of electors. The Ministry will offer a strong opposition to all obstacles in the way of its

The Emperor Francis Joseph has, by an autograph deeree, granted full amnesty for all political and press offenses committed to the 7th inst.

### SOUTH AMERICA.

THE RUMOR OF A RUPTURE BETWEEN ECUADOR AND COLOMBIA DISCREDITED-THE WAR IN BOLIVIA.

PANAMA, Jan. 25 .- The Embassador of Ecuador denies the report that his Government contemplates hostilities against Colombia, and says that the misunderstanding is in a fair way of settlement. He also says that the people of Ecuador are in favor of peace.

From Bolivia, the news is that the war continues. A Government force of 1,300 men almost exterminated the insurgent forces at La Pas. There was much rejoicing among the people and enthusiasm among the troops in

# NEW-DOMINION.

SMALL-POX AT NEW-BRUNSWICK. St. John, Feb. 8.-Several cases of smallpox were reported yesterday. Two deaths have oc-curred. Great numbers are applying for vaccination. The supply of vaccine matter is entirely exhausted. A fresh supply is expected by the steamer this evening.

THE SAFETY OF DR. LIVINGSTONE. Sir Richard Murchison's letter of the 24th alt., to The London Times, respecting the safety of Dr.

I hearthly rejoice to announce to the public that I have also morning received a letter from Dr. Kirk, at Zanzl-ar, dated the 5th of December, 1870, which has relieved be from all anxiety respecting the fate of my illustrious and Livingstons.

bar, dated the 8th of December, 1870, which has reneved me from all anxiety respecting the fate of my illustrious friend Livingstone.

Dr. Kirk had just received a letter from the great Arab sheik Said of Uny-amyembe, dated 16 Rabea el Akbar, which being translated, is to this effect: "After compliments, your honored letter has reached, and your friend has understood it. The people (that is, of a caravan sent from Zanzihar) arrived in good health, and are going on to Uliji to our friend the Doctor. The news of him is that he has not yet returned from Manimes (I) (the Arabic word is spell in three different ways), but we expect him soon, and probably he and the people with supplies will reach Uliji at the same time." Dr. Kirk adds: "At all events, on his arrival at Uliji, from his western journey, he will have goods for his present wants. The new gains of men with fresh goods has set out, and, the read being free, we may hope they will reach quickly and safely."

We now learn for the first time that Livingstone had made an extensive journey to the west of Lake Tangangika, and this seconuts for the long-continued absence of all information respecting him.

Any letters that Livingstone may have written and confided to jealous Arabs have probably either been destroyed by them or lost with some of the caravans that perished on the journey to the coast during the cholera epidemic.

MISCELLANEOUS CABLE DISPATCHES. An insurrection has broken out in the

The appointment of Blacque Bey as .. Ewens's extensive thread-mills at Man-

chester, Eug., have been burned, 900 operatives thrown out of employment. ....The steamship Wilhelm, the first vessel of a new line, is announced to sail from Bremen for Aspinwall on the 16th of March. At the Lord Mayor's banquet in Dublin,

on Tuesday, Cardinal Cullen said the Roman Catholics expected to obtain their own university and schools at the present session of Parliament. ... In the Italian Chambers, on Tuesday, the aunouncement was made that negotiations were still pending with Tunis. Italy insists upon the satisfaction of her just demands, as well as guarantees for the future.

BOTH ARMIES-TROCHU DETERMINED TO CUT HIS WAY OUT-HIS FAILURE COMPLETE. [FROM OUR SPECIAL CORRESPONDENT.]

PARIS, Jan. 19 .- I ended my last letter to ou, the day before yesterday, in saying that Gen. Trochu has been so much criticised for his tendency to talk and to write that this time apparently he proposes to act without words. The sentence was written in expectation of what has taken place to-day-a third great sortie -which had been kept very secret, and which has been der for days before hand to have the gates closed; no addresses from the generals to the army; no signs of prepa-, except such as might be gathered form the march ing of troops to and fro. For the first time Gen. Trochu has gone without a word; and for the first time he has been able to surprise the enemy. There were very few in Paris who knew what was going on ; and, indeed, most persons here had come to believe that there would be no further attempt at a sortie on a great scale. I dare say you have seen it stated in the English papers that there would not be another sortie, on account of the demoralization of the troops, and because the generals distrust Nothing can be more unfair; the troops are ready to do their best. It was supposed, however, on other grounds, that a great sortic could be of no use at present. It may be of use hereafter, when it is known that a French army of succor is outside, and when it may be necessary to attack the Germans at once in front and rear. But for the present it was generally supposed that Trochu had given up the idea of a great sortie, and he was counseled on all sides to worry the enemy by an incessant succession of small night attacks, which would exhaust his energies in constant watching. Gen. Trochu great sortle, and so quietly that few people of Paris knew anything about it until they saw the walls placarded this morning with an order from Gen. Flô, anrnor of Paris, and Commander-in-Chief of all the troops left in the city; also, with an exhortation from all the members of the Government, except the Governor, inviting the people to constancy and fortitude while their brothers are pouring out their blood outside the walls. says this last address, "The enemy kills our women and our children; he bombards night and day; he covers our hospitals with shells. A cry 'To Arms,' has gone forth from every breast. Those of us who can the enemy. Those who remain behind, jealously eager others, will accept at need the hardest sacrifices as another means of devoting themselves to their native land. Ours to suffer and to die-if it must be-but ours to con-Vive la Republique."

Although I was aware for some days past that preparations were being made for a great sortie, I did not expect that Gen. Trochu would give up his authority to ien. De Fio for the time being, and I do not think that so much importance is to be attached to this act as some of the papers have imagined. "You see," they say, "he usiness this time. He is going to cut his way through; he is not going to stand all the reproaches of failure that have been heaped on him; he means to do The plain truth seems to be merely this: Trochu finds that he has quite enough on his hands in ommanding 150,000 men in the field, and wishes for the from the distractions of civic ernor of Paris. And what is the object of the In the first place, it is encouraging. The people of Paris are willing to make any sacri-fices if they are sure that the Government is doing its duty, and that the siege is not to suffer from inaction. You will observe in the address which I have quoted ept very hard sacrifices that may match the heroism of the troops fighting outside Paris. The appeal is signifi-cant. In the column of the Journal Official next to that all upon an allowance of bread-300 grammes for each ecree and the appeal go together. The decree is very severe, as I shall presently explain; and it is so severe that the Government did not dare to propose it without at the same time showing that Paris was being defended

The sortie has another object: it diverts the enemy from the bombardment of Paris, and from the attack upon the forts of the south. Gen. Vinoy made a reconissance the other night in advance of Issy, to see what the Germans were doing at the stone mills, where they were supposed to have commenced their first parallel. The reconnoissance was a failure; and the object of the attack to-day was in part to insist on this reconnoissance. A third object of the sortie is to secure if possible pation of the day when Chanzy may be able to come up from the neighborhood of Le Mans, and to stretch forth his hand toward the Army of Paris. With these views the attack commenced to-day at daybreak. Gen. Trochu commanded in chief. Under him he had three corps d'armée. The right commanded by Ducrot attacked in the direction of Reuil and the hights of La Jonchere. The center, under Bellemare, took Montretout, part of St Cloud, and the hights of Buzenval. The left, under Vinoy, went upon that reconnoissance toward the stone mill in front of Issy. I can only tell you to night of the success which attended the operations of the center. The enemy were taken at a disadvantage, and lost much fground. Whether the French can their advanced positions remains to be seen. In all the sorties the French have gained the first day. Shall they have to surrender now, as on previous occasions, their hard-won victories t It is to be hoped not, for they really require some cheering, as they have to face this question of the bread. In the first place, the bread is very bad. The flour is only half wheat. It is a compound of rice, oatmeal, rye, and wheat. The result is anything but agreeable. I have eaten bread made of oatmeal, also bread made offrye, and have found no fault with either ; but this compound is detestable. Besides which, it is not baked enough, and this adds to its pleasantness. Of old, however, the Paris bread has been too little baked-not the luxurious bread of the restaurants, which has always been perfect, but the ordinary household brend. Now bread is, in a peculiar ense, the staff of life in Paris. The Parisian enjoys his bread, and cats it in great quantities. Englishmen divide their attention at dinner between potatoes and bread. The Frenchman is all for bread, "Do you know," saidfa Frenchman of celebrity to me once, "I am always ashamed at your English dinners—I keep asking for bread, more bread and more bread. You give me a tiny little roll; I want a great quantity."

And now, what do we find! That the bread of Paris is reduced to this wretched stuff, and that no one can buy more than 10 or 11 ounces a day. It is not pleasant to be rationed in this way-300 grammes of black, sticky bread a day, and 30 grammes of horse. The people who will submit to such hardship, depend upon it, have a great cause to serve, and are not to be easily conquered. I hope you will think well of Paris-luxurious Paris-if you find that we are going to hold out calmly and resolutely to the 1st of March on 300 grammes a day of odious bread and 30 grammes of Houynham. Of course other articles of diet come to make up the difference. We have coffee, we have sugar, and we have some vegetables. But bread and horse-these are our chief supplies.

#### THE GERMAN ACCOUNT. [FROM OUR SPECIAL CORRESPONDENT.]

HEADQUARTERS OF THE CROWN PRINCE OF PRUSSIA, VERSAILLES, Jan. 21.—The sortic from Mont Vale rien, on Thursday, Jan. 19, was an effort difficult to explain ave by reasons other than strategic. Gen. Trochu coule have hoped to do but little against the strong German force in this quarter without bringing up all his strength and pushing madly on. Now he did neither one thing nor the other, and we can only suppose that he was urged in Paris to fight a battle toward Versailles, and fought one accordingly, to encourage the people to hold out bravely against hunger. The French made a great demonstration and little more, though they incurred some serious losses in so doing, save on the left of their

The best view that could be had of Thursday's fighting was from a field-work on the German right, whence Mon tretout was distinctly to be seen. There were the fourpounder guns, so light but so deadly in effect, unlim ered and pointed at the French. There were the artillery horses standing putiently in the mud behind the indifferent to sudden noise and biting at the withered leaves on the bushes instead of listening to the shells which flew overhead. The gunners were at their post, ready to fire at a moment's notice, and a group of

THE LAST SORTIE FROM PARIS. for looking from the field-work toward Mentretout. So long as the guns on this side kept quiet it was likely that the enemy's cannon would send only stray shells here and there against the bill-top. But Chasse pôt bullets were more plentiful, and, without drawing anybody's fire in particular, the battery of which I speak might get more than enough of these small visitors. Even while we strained our eyes to catch a glimpse of the French and German troops a little further forward, and marked how the thin film of bluish smoke and the crackling line of infantry advanced or receded, an artilleryman in the battery fell wounded by a Chassepot bullet close to where the staff officers had gathered. Those French rifles have a long range, and it is well to beware of them. See the gallant old colonel of artiflery who steps up to the Crown Prince to report what has happened. The report is meant, I doubt not, to suggest

But the fight on vonder sloping ground has intense in terest for the commander of the beseiging army. His Highness stands fast, and looks eagerly across the intervening fields. There they come-there come the enemy several yards forward, and the thin bluish smoke is in two very distinct lines now, with a steady crackling bewhich seems never to flag. Well done, both sides. They keep it up like men. The lines of smoke have a deadly meaning, for many of the advancing French roll upon the ground, and some Germans also seem to be hurt. Well done, both sides! The sharp crackling fire would wring the hearts of those at home if they could hear it. How steadily the Germans hold their own. If they are doing as well all along the front, there need be no anxiety for the result. Yet for a mo ment they are borne back. The French gain another strip few yards in width, and come more fully into view. Their supports seem to have descended from the crest of the ridge behind Montretout, and to be following them on to the sloping fields straight before us. It is a fair chance for the Prussian guns. The battery where we stand opens fire with deliberate aim. "Now to the Now to the left," "Let them have it a little higher." We can hear the orders given, and see the next working of the fatal tubes. Four gunners are busied with each other, and the cartridges, with which cannon of this size are a mere trifle to handle are slipped in at sharply they tingle on the ears. There go the shells to the sloping fields across the valley, where the French advance. They cause some confusion, and have an evident effect in checking the forward movement. We can perceive that several of the enemy's skirmishers have run back to the main body.

As evening approaches, the lines of bluish smoke are less clear than the flashes of the rifles, \*But it is not dark enough yet to lose sight of the men who fire. The flashes are twinkling along the crest of the ridge and down on the fields below. We can now see the gleams of light from French and German cannon to our right front. ome heavy shells fly very near us, and burst with a spattering, disagreeable sound. They are not well aimed, though things begin to look as if this active battery where we stand had drawn too much attention to itself. unders. Every shot they make is of service to the infantry below. The French have ceased to advance; nay and are farther back than they were at first. flashes grow brighter, and the forms of men less easy to distinguish. Another another heavy shell screams up from the French position in rear of the fighting, and seems more clearly than ever destined for these troublesome field-pieces. Messengers have ridden to and fro between the Crown Prince's staff and the troops engaged. One officer has galloped away to order up a fresh battalion. Another has come with news that the advanced line is keeping its assailants back. Horses have plunged and kicked and fidgetted round in rear of the battery, for they are all such quiet steeds as those harnessed to the limbers. There has been too much finterest in the work which scream up from below, until they grow so per sistent in their visits that they are not to be neglected. A shell burst just in front of the battery, and throws up the mud high in the air. It does no harm, but its arrival causes some remark to be made to the Prince. His Highness is urged to shift his position at least to one side. Now that the field-pieces have drawn is led round in the rear, he walks leisurely past the left of the battery to a spot where a line of infantry is shellingers in sight of the nimble gunners until darkness has so far sprevailed that there is scarcely anything to be een but the bright flash at each discharge. The fight is loss hotly maintained below, the French have seen lost heart, and there is no further advance on their part. It has been as stirring an hour's work as one can of

Montretout was retaken late that night with but the French, and it appeared that after their failure to get forward in the struggle on the 19th, these last did not care to hold an exposed position in face of the German field-guns. I heard that the French regiments returned into Paris, with the bands playing, early yes-terday. The prisoners whom I saw seemed well fed, though I only saw a few close up.

NEW-YORK STATE AGRICULTURAL SOCIETY. ALBANY, Feb. 8 .- At the annual meeting of he State Agricultural Society, to-day, the Treasurer's report shows the following footings: Receipts for the year, \$24,308 67; on hand per last report, \$17,977 45; total, \$42,286 12; payments, \$22,133 48; leaving on hand, \$20,152 64. Mr. O. B. Gridley gave notice of an amendment to the Constitution, to be offered at the next annual meeting, to change the time of meeting to the first Wednesday of

January.

A resolution offered by F. D. Curtis approving the action of the Society for the Prevention of Cruelty to Animals was adopted. Resolutions that vagrant children could be better cared for in agricultual schools than in asylums or reformatory institutions were laid upon the

The Nominating Committee reported the following list of officers, which was elected:

President- Richard Church of Alleghant,
Fine Presidents—Thomas R. Falls, jr., Edwin Thorne, Julian Winne,
Frank D. Carria, James Geddes, Wm. U. Rly, Benj. F. Angell, and
Horace S. Huntty.
Corresponding Scerciary—Thomas L. Harrison of St. Lawrence.
Treasurer—Lather Tucker of Albany.
Executive Committee—Adm Thayer, jr., Milo Ingallshe of Fordham.
Morris Robert, J. Swan, Harris Lewis, George H. Brown, Joseph Julian,
and Joseph Cole.

d Joseph Cole. The Societyithen adjourned.

CRIMES AND CASUALTIES-BY TELEGRAPH. .... The distillery of D. S. Thompson at Pekin, Ill., . A boy, aged 11 years, son of Wm. Cornell, Bar-a R. I. was drowned in Warren River on Tossiay by failing

. William Wickes, a farmer, was shot dead near

The Irish laborers employed on the new track of altimore Railroad, below Gray's Ferry, struck for higher wages year, and a riot was threatend. Order was restored, however, by the arrival of a detachment of the Baltimore police.

... Yesterday Wallace Vandercook attempted to marder and rob John Fellows of Clifton Park, N. Y., in the harn-rand of the latter. Mr. Fellows received a dangerous pistol, wond in the head, but succeeded in driving of his assailant, who has not yet been arrested.

## TELEGRAPHIC NOTES.

. The French Relief Fund in Boston amounts to ...Gov. Geary has signed the bill incorporating The United States steamer Severn, with Ad-lee on board, arrived at Havana yesterday. All well. ....The steamer Dacia continues to grapple for the West India Cable. The weather is favorable for operations.

.... The fiftieth anniversary of the Pennsylvania Institution for the Peaf and Dumb was celebrated in Philadelphia yester-. The only nomination made by the President,

on N. C.

The Illinois Woman's Suffrage Association in Chicago resterday. None of the leading "agitators" were at except Mrs. Livermore. .The Cincinnati Southern Railroad bill has been

The case of Dr. Charles Vastine of St. Louis, charged with manalanghter in the second degree, for producing an aburtion on Mine Kate Dolan, some time ago, closed yesterday, and the Doctor was discharged.

... The ship Southern Rights of Richmond, Me., arrived at Savanush, from Laverpool, with a portion of her crew sufing from the small-per. Three died during the passage, and three
removed to the hospital on her arrival, where one has since died,
e discase is described as being of unusual malignity.

The disease is described as being of summar magnety.

In the Pennsylvania State Senate, yesterday, the Speaker presented a communication from the Secretary of State, giving the septembal enumeration of all counties every. Polices, which is not ret in, The aggregate of taxable persons in 255 697, of lead and dumb persons 607, and of bind persons 71, Philadeiphia has 138,622 taxable persons, 88 deef and dumb persons, and 256 bind persons. tarable persons, as deaf and domin persons, and are time persons.

The American Bee Keepers' Convention assembled in Chicago yesterday. It embraces some of the most noted beckerpers in the country. About 150 delegates are present, including several ladies. L. T. Leogholt of Oxford, Oxfor was unnulmostly elected President; the Rev. II. A. King of New York Necestary; and N. C. Mitchell of Inflans, Trossurer. The next meeting will be held on the first Wedestelay of aext December, at Cieveland.

THE RAILWAY HORROR.

ATEST FROM THE SCENE OF THE DISASTER-BRUTAL TREATMENT OF THE VICTIMS—THE CORONER'S INQUEST—RETICENCE OF THE OFFICIALS—ALMOST ANOTHER ACCIDENT.

NEW-HAMBURGH, Feb. 8-8 p. m.-No official earch has been made to-day for other bodies in the wreck of the train. It is true, some outsiders have been shing around the sleeping-coach, and have brought to the surface blankets and other bed-furnishing, and also some clothing which gave no clue to any one's identity. The railroad officials are too intent upon rebuilding the bridge either to search for victims or to attempt to remove the debris of the wreck.

It is believed by some that there are at least a dozen more persons buried in the ruins. Officer Jas. McCulough of the Thirtieth-st. Depot says he helped a lady and four children into the Buffalo sleeping-coach, and the newsboy at the station assisted another lady in with five children. Neither of these ladies were accompanied by gentlemen, and as no such persons have since been seen it is fair to suppose the whole eleven have perished. In addition to these a gentleman is missing whose friends are now at New-Hamburgh waiting for a thorough search of the cars. It is more than likely that the strong tide will sweep some of the victims out into the river. The bridge across the creek will probably be ready for use tonorrow, and Superiniendent Toucey has telegraphed for freight-trains from the West to be ready to move at 10 'clock a. m., so as to dispose of the immense amount of freight which has accumulated in the past two days. About 200 men are at work on both ends of the bridge, but some 50 feet must be spanned before the ties and rails can be laid, and in a cold, drizzling rain the men are not working very briskly. Huge piles of condemned ties are ourning to light up the surroundings so that the men can work. Not a word of information can be gained from any of the road employes, from Mr. Toucey down. The rintendent is affable and remarkably courteous, but he "knows nothing." From Thirtieth-st. up to New-Hamburgh all of the employes were remarkably reticent, and some of them decidedly impudent when asked a

W. H. Vanderbilt announced over his official signature that all local trains would run on time, yet the 2 o'clock Poughkeepsie special was run up to Fishkill and stopped, leaving the Poughkeepsic passengers to wait for nearly two hours, when there was no reason why the train should not go on. Mr. McKay, the ticket agent at Fishkill, seemed to be unwilling to answer any questions, his stereotyped answer being, "I am not Mr. Toucey, and I don't run the trains." The station agent was even ore ignorant, and the conductor of the train which brought the passengers up hid himself in the baggagecar. A score or more of ragged urchins took possession of the depot, and made all the noise they there was no official to interfere. At last Mr. McKay appeared and persuaded the boys to leave.

When THE TRIBUNE reporter was at Yonkers, bound orth, yesterday, he overheard a man-evidently a switchman-say, "By G-, we came near havin' another as big a time as they had up the river, only we did n't have the oil." His narrative showed that about 9 o'clock, as the Paymaster's car was going north, the locomotive ran off the track near Yonkers. Of course the road was blocked, and a fast down train was due at that moment. Fortunately, the signals sent out were efficacious, and the down train, well filled with passengers, was barely stopped n season to avert another horrible accident. This was stated by an employé of the Hudson River Railroad Company to two others sitting in the Yonkers special baggage car, and in substance was repeated to Mr. Toucey, who denied it. Subsequently, the fact was proved by three other persons, two of whom were conversant with

It is a remarkable fact that none of the leading officials of the road have personally superintended the recovery of the slain, and that the bodies taken out have been subjected to the grossest indignities, and the personal been dragged by means of a rope fastened around their waists over the ice, broken ties, and snow, to the morgue car, and tossed in like de d sheep. Ladies' under-garments have been held up by heartless boys and men, and ribald jests and jokes passed on them. Half the village have possessed themselves of so-called mementoes of the disaster, in the shape of clothing and even whole packages of luggage. All this has been done without the slightest interference of the officials. Two or three well-known thieves were put out of the place, but returned in a few hours. It is true there is a railroad policeman on the ground, but he is fishing for plunder like the rest. The passengers up and down are transferred from the trains by means of sleighs. It will not be prudent for allesst 8 hours for persons in haste to travel on the road beyond Fishkill. It will not be known until the other winesses are examined to-day how many oil-cars have been destroyed. ffects recovered have been stolen. The bodies have

THE VICTIMS.

Coroner Andrus gives the following corrected list of rictims. This comprises all the bodies here and all that have been found up to 11 o'clock to-night. They are as

GEO. S. BENEDICT, Cleveland.
A. A. Graffer, Buffalo.
A. A. Graffer, Buffalo.
ARTHUR W. PEASE and wife, Buffalo.
LUCIUS A. ROOT, Buffalo.
LUCIUS A. ROOT, Buffalo.
The Rev. MORELL FOWLER, wife and three children.
The Rev. MORELL FOWLER, New York.

The Rev. Morell Fowler, whe and three children. Dr. Samuel J. G. Nancrede, New-York. Robert Vosburgh, Porter of Wagner Sleeping Car. James Stafford, Hudson River employé, W. H. Forbush, Buffalo. Geo. R. Thompson, No. 47 Wall-st., New-York. Peter Vosburgh, Conductor of Wagner Car. W. C. Curry, Banker, Erie, Pa. R. H. Lovell, New-York.

The above covers the 19 bodles found. Several have already been sent to their friends. A little girl's underskirt has been found near the wreck, marked ELLA The baggage of passengers is in a baggage-car at this

place. Up to 7 o'clock this evening no more bodies have been found, and it is believed that but two more will ome to light, namely: Simmons, the engineer; and Lawrence Mooney, the brakeman. A trestle-work will be finished, in place of the ill-fated bridge, to-night, and trains will run over it to-morrow.

THE INQUEST.

POUGHKEEPSIE, Feb. 8-11 p. m.-Corones Charles Antrus began the inquest yesterday, the following jury being sworn in at 11 a. m .: John H. Candie, dry goods merchant; William W. Smith, tobacconist; Paid F. Flagler, farmer; Henry A. Sutherland, freighter; Ely Sutcliff; George H. Beattys, insurance agent; Benjamin Van Lean. George H. Beattys is the foreman of the

Walter Stafford, brother of James Stafford, who was killed, was the first witness. He said:

Walter Stafford, brother of James Stafford, who was killed, was the first witness. He said:

I first saw the body at the undertaker's last night; it was that of my brother; I last saw him on Monday night; he said he didn't expect to go out on the 8 p. m. train, but on the Montreal; he fired the dummy engine for the Hudson River Rallroad Company in New-York; I don't know what part of the train he was in; the bag-gage man said he was in the baggage car, and he pulled him as far as he could, but he didn't seem to want to come; a piece of baggage hit him; he had no duties to perform on the train.

Wm. J. Thorn, ex-District-Attorney of Dutchess County sworn—I was in the rear car of the express train which left New-York at 8 o'clock; it left a little behind time, I think, in the neighborhood of five minutes; the time is 8 o'clock; I couldn't say but what it started on their time; I sat in the hind car two-thirds from the rear; when the first crash came, I was asleep; there was much confusion, and I got out I don't know how; the first thing I recollect, I was going down the aisle without a hat; there were only a few ladies in the car; everybody scemed to be giving orders; I might have went over some people and they over me; there was such a rush to get out, some might have jamped on others; there was a great glare of light; I ran up the side of the car on the river side; all of my notions are very indistinct; the engine of the oil train had passed my car before I went out.

Part of that train was left on the bridge; there were several tanks of oil on it; when I reached the fire I saw nothing but flames; there were some cars on the bridge which had not failen off the track; my notion is that all occurred simultaneously; I understand that the tanks of oil hold 100 barrels; if occurred to me that the ice was on fire, but I could not conceive how it could be; there were no cars each to the fire were no cars each the could not conceive how it could be; there were no cars each the could not conceive how it could be; there w

finames; there were some cars on the bridge which had not fallen off the track; my notion is that all occurred simultaneously; I understand that the tanks of oil hold 100 barrels; it occurred to me that the lee was on fire, but I could not conceive how it could be; there were no cars on the lee; the fire must have enveloped everything at once; I was bewildered, but when they told me the oil tanks had bursted, that explained the lee being on fire; there was a man standing between my car and the next one; I directed him to uncouple the cars which he did when we all shoved three cars back; all this occurred on the drawbridge at New-Hamburg; I could not tell at first how many cars were on fire; I understand there were seven cars on the train, and that but three were shoved back; my impression is that four passenger-cars were destroyed; if one went off three were burned; I saw passengers getting out of the fourth car from the I saw passengers getting out of the fourth car from the was so much excitement; I saw no part of the oil-train on the south end of the bridge; on the morth side the ties had the car ran off the track at New-Hamburg; the toffers that the car ran off the track at New-Hamburg; the conductor said that, as soon as he noticed it, he signaled for "down brakes;" I am convinced that both trains for "down brakes;" I am convinced that both trains for "down brakes;" I am convinced that both trains for "down brakes;" I am convinced that both trains for "down brakes;" I am convinced that both trains were in motion when they struck; I have the impression that the oil-car was not on fire till struck by the locomothat the oil-car was not on fire till struck by the locomothat the oil-car was not on fire till struck by the locomothat the oil-car was not on fire till struck by the locomothat the oil-car was not on fire till struck by the locomothat the oil-car was not on fire till struck by the locomothat the oil-car was not on fire till struck by the locomothat the oil-car was not on fire till struck by the locom

PRICE FOUR CENTS.

Ezra Bulsom sworn:

Erra Bulsom sworn;

I am the undertaker having the bodies in charge; out of the bodies has been identified as that of James Stafford; two men recognized him; that was the body the jury examined in my store this morning; there appeared to rise a question as to whether Stafford's brother had really seen the corpse, but all doubt was removed by the brother coming forward and saying he had.

Charles Cossum sworn:

I was conductor of the train which left New-Yerk at 536 o'clock Monday evening; we should have left at 8 p. m. [Here Tristram Coffin, District Atterney, appeared for the people, and conducted the questioning of witnesses.] Witness continuing: I was sitting in the rear end of the second sleeping-car, with Mr. Scott, the conductor; he heard the first whistle that was blown: I passed Fishkill at 10; the whistle was probably blown at

AFTERNOON SESSION. The Coroner's jury reassembled punctually. James D.

The Coroner's jury reissembled punctuanty. James costept, sworn: I was conductor of the South Shore sleeping-car, the second one on the train; the first I knew of the affair was the engineer's signal for brakes; I was in the last seat of the car, talking to Conductor Coesam; heard the signal for brakes the second time; at the second signal we both jumped for the brakes; the grash came, and I went in and got all the pussengers obt; a lady and gentleman in the forward state-room were in the most danger, and I went after them and sot them out; I know that all were got out of that car. (Witness them told of the uncoupling of the other cars, and added that after that he went to work throwing out mattresses and blankets.] I knew a collision had occurred; our smile was not going at very fast speed; the jar was only slight; the train ran about five minutes after the first signal for brakes; the passengers taken out of my car were put into the fourth sleeper; one man got out of my car with no shoes, stockings, or pantaloons on; there were three ladies in my car—only one had retired; she got out without her dress on; I think we were about a mile off when the first whistle sounded; only five in my car had retired; thad is in all; I heard no screams not cries of distress; I heard not a sound; the confusion was great; the roar of fire was distinct; there was patent brakes on the train; they were not used on my car; after the first signal when I had jurt time enough to put on one brake, and was crossing to the other platform when the first signal when I put on the brake; my portex scott, sworn: I was conductor of the South Shore

Hammond V. Grout, sworn :

Hammond V. Grout, sworn:

I was conductor of the last sleeping-car on the trainst he North Shore car; our train left New-York five or six minutes behind time; It was about 100 when we reached the spot; we were running about 30 miles an hour; I believe the engineer slackened up for something at beble's Perry; before the accident I heard the engineer blow brakes three times in succession, very quick; afterward I feit him shut off and reverse; then I heard some men shout on the track as we were passing; I should indee the brakemen were all at their posts by the way the speed of the train slackened; I think there were three brakemen on the train—the usual number; the train came to a stand-still in about five minutes after the first signal for brakes; a train of eight cars, going at the rate of 30 miles the length of the train after the brakes are applied; I hardly feit the concussion in my car; I saw the first sleeping-car lying on its side, inclining to the east; I saw nothing but length of the train after the brakes are applied: I hardly feit the concussion in my car; I saw the first sleeping-art lying on its side, inclining to the east; I saw nothing but the end of it; I heard no noise, shouts, nor grouns; the car seemed to lie parallel with the track; I don't know what caused the collision; part of the oil train had below us; the men shouted to us between the water tank south of the bridge; that was what started me out of my scat; the first sleeping-car, when I saw it, was in fames; no help could be given those inside; the first sleeping-car laid on the ice on the cast side of the track, and the second one on the track; I know Sheldon Pease and wife, who were killed.

At the request of the Coroner, the reporters here noted that Wm. F. Allen of Chicago was not among the killed. The investigation was then adjourned till to-morrow afternoon at 2 o'clock.

THE HUDSON RIVER RAILROAD DISASTER. To the Editor of The Tribune.

SIR: In your comments on the Hudson River Railroad accident this morning, you says trains should never be allowed to pass each other on a bridge, But the oil train would have been off the bridge before the express train came on to it, but for the broken wheel, It may have been and probably was impossible for the engineer of the express train to tell whether the oil train was in motion or not until he was too near to stop his train. If you claim that the speed of a train should be checked whenever another is seen approaching from the opposite direction, that would practically render it im-possible to run a railroad with any regularity or cer-

opposite direction, that would practically render it impossible to run a railroad with any regularity or certainty.

You also say that all prudent superintendents require trains to come to a step before crossing a driwbridge. This is a great injustice to Mr. Superintendent Tomesy. The New Jersey Railroad is acknowledged to be an excellently managed road, and you lately published the statement of its Presidents that no passenger has ever been killed upon the road, and yet its trains run over drawbridges without first stopping. To the contrary the Eric Railway do require trains to stop before passing over drawbridges, but it has not prevented accidents on those very bridges, as is well known. In a word what had the draw to do with the Hudson River Railroad accident if The draw was shut, the ice even prevented its being opened at all, and for the time it was not a drawbridge. Perhaps you would have trains stop before crossing any bridge, but is it really more dancerous to cross a bridge 200 feet long and six feet high at full speed, than to pass over embankments three or four time as high, and ten times as long, such as are found on many roads in this country? You certainly would not have a train stopped or "slowed" at every point where imagination might suggest the possibility of an accident.

You say the block system of signaling would have prevented the accident; but if, as is claimed, the expression of the contract of the oil train, would it have prevented the accident to the oil train, would it have prevented the accident of he did frain, would it have prevented the accident of the oil train, would it have prevented the accident of he did frain, would it have prevented the accident of he do frain in each direction—would have been sufficient.

One of your evening cotemporaries was smart enough, one of your evening cotemporaries was smart enough.

or lanterns out in each direction—would be ficient.

One of your evening cotemporaries was smart enough, last evening, to attribute this accident to the carrying of oil on the road, and to sugely remark that oil should never be carried on a passenger railroad. Wont you inform this profound gentleman that we unfortunately have not as yet any distinctively freight or passenger railroads in this country—except a few miles of coal or iron roads, connected with the mines—and are therefore obliged to carry oil on the same railroads with passengers, or leave it at the well where it is produced.

New-York, Feb. 7, 1871.

C. F. D.

FEARS AS TO ANOTHER BRIDGE.

To the Editor of The Tribune. SIR: While the horrors of the Hudson River Railroad disaster are fresh in the public mind I call at-Railroad disaster are fresh in the public mind I call attention to the condition of the bridge over the Croton River, just above Croton Falls, on the Harlem Railroad. I and many others have noticed that, to the passengers, a train bound north, feels as if sinking beneath the feet as it touches the bridge in question. There is a peculiar wave-like motion, which shows, I think, that the bridge needs looking after, especially now, with the fast and heavy trains which will for a time pass over it while the other road is undergoing repairs.

A. S. P. New-Tork, Fob. 8, 1871.

A CORRECTION.

To the Editor of The Tribune. SIR: I perceive that the papers are distaking Mr. Benedict, who was killed by the railroad accident,